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Subject: This Wednesday and September 9

Hi, Kathy and Tom –

I'm not sure if I mentioned this, but the September 9 meeting conflicts with a TTC meeting that wasn't on my calendar when we were planning dates. Unfortunately, if we cancel, we will need to wrap up Wednesday 9/2 afternoon, the fourth meeting slot. I could meet from 12-1 pm, in case we need to resolve the last bits, or we could discuss other dates from the doodle poll. Seems likely we'll have some followup needed after three consecutive days with meetings.

Also, it turns out that Kristen has to be in the field next week and won't make this Wednesday's monthly meeting. With Erika and Kristen both gone, it might be good to think about what topics make sense to discuss. Though we have your recommendations now (thank you), we may not have a response yet. So I would like to ask for LDWG's take on the results and on the following questions:

1. Is this data consistent with/does it challenge existing conceptual models?
    a. Intertidal areas – contaminant sources, processes of recovery, PDI data versus beach-play area or clamming area cleanup levels.
    b. Previously dredged areas (berths, yacht club, marina, Delta, nav channel)
    c. Outfalls, fill areas, adjacent upland cleanup sites, structures
    d. 0-10 cm interval results versus 0-45 or 0-60 results
    e. Natural recovery categories, scour/resuspension versus deposition
    f. sediment-associated contaminant migration from areas upstream of turning basin
    g. previous sampling results – levels, analytes, esp cores.
    h. shoaling area sediment contamination - decisions
    i. analytical and spatial variability, statistics, and brightline EFs.
2. What "miscellaneous" RAL hits are showing up – and why? Some mercury, trichlorobenzene, hexachlorobenzene, phenol, 2,4-dimethylphenol, for example.
3. How do the results fit into an overall picture of likely cleanup areas – initial impressions relative to LDW ROD Fig 18, for example. Are dredge or ENR areas looking different, preliminarily of course?
    a. Slip 6
    b. Navigation channel west of Boeing Plant 2
    c. RM3.8E (RM3.7-3.9) and pilot ENR areas
    d. Norfolk CSO and other east side outfall areas
    e. Rhone Poulenc – overlapping areas with cleanup responsibilities
    f. River mile 3 – bounding to north?

I believe the FS looked at post-construction SWACs as a starting point for natural recovery based on anticipated changes in surface sediment concentrations in remediated areas. If the areas decrease relative to Fig 18, for example, does this affect expectations about natural recovery timeline for subtidal areas? intertidal beach play areas? Clamming areas? And as you proceed through the design, let's keep in mind how to factor in habitat needs, changes in future use, climate change.

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